

Moore Road Bridge
Spanning North Fork Creek at Moore Road
Unionville Vic., Tennessee
Bedford County

HAER No. TN-3

HAER
TENN,
2-UNIT.V
1-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record
National Park Service
Southeast Region
Department of the Interior
Atlanta, Georgia 30303

HISTORIC AMERICAN ENGINEERING RECORD

MOORE ROAD BRIDGE
HAER TN-3

HAER
TENN
2-UNIV,
1-

Date: First erected 1904, moved 1914 and 1952

Location: Spanning North Fork Creek at Moore Road,
near Unionville, Tennessee

Built by: Nashville Bridge Company

Owner: Bedford County

Significance: The Bridge is a 119 foot, pin-connected, steel,
seven panel Pratt through truss. Curb to curb
measurement is 15'5", vertical clearance is
13'8". Most features of the bridge are fairly
representative of other Pratt trusses, but
the Moore Road Bridge is distinguished by a
decorative portal treatment.

Transmitted by: Monica E. Hawley, Historian, 1984

The Moore Road Bridge was originally erected in 1904 across Wartrace Creek, west of Wartrace in eastern Bedford County. The bridge was erected for \$1200 by the Nashville Bridge Company, of Nashville, Tennessee. This bridge site is located at the city limit of Wartrace, and it is believed that the county and city each paid fifty percent of the cost of the bridge.

The road alignment of the Bell Buckle-Wartrace Road and the Horse Mountain Road was modified around 1914, and as a result, the truss bridge was moved downstream (south) approximately two hundred yards.

Around 1950, Bedford County initiated a program to improve and upgrade its roads. One component involved the T-DOT construction of a new bridge at the Wartrace Creek site. Recognizing the obvious mobility of steel truss bridges, the county court approved an expenditure of \$2500 in 1951, to relocate the truss span to Moore Road over North Fork Creek, its current location. This work was accomplished in the summer of 1952.

The bridge contains an unusual portal decorative treatment, a rosette design which is unlike any other yet surveyed in Tennessee (the historic state bridge survey is approximately fifty percent completed). A large number of Pratt trusses by the Nashville Bridge Company remain; few contain decorative features such as latticework, finials, stars, etc.

The bridge is the oldest extant bridge yet surveyed in Tennessee built by the Nashville Bridge Company; from its age it is obviously one of the oldest bridges by this company in Tennessee.

While most properties become ineligible for listing in the National Register after being moved, this is not necessarily true for bridges. A design feature of metal truss bridges was their mobility---this can be clearly seen in the fact that the bridge was moved within ten years of its erection merely due to a shift in the road alignment. The original bridge at Wartrace contained only one truss span (it is unknown if there were secondary approach spans such as steel I-beams). Thus the existing one span bridge maintains a high degree of integrity.

The Nashville Bridge and Construction Company was organized in 1902 by Arthur J. Dyer, and became the Nashville Bridge Company in 1903 or 1904. Dyer had worked in the Nashville area for a few years prior to this date, gaining experience with the Youngstown Bridge Company and the Alabama Bridge and Iron Company. In 1902, he developed his own firm which he worked with until his death in 1957. The first major project undertaken by this firm was the 1902 fabrication and erection of the steel framework for the Arcade Building in Nashville (National Register). In the following years this company erected numerous bridges throughout the southeast; many of which remain in Tennessee.

Around 1930 the company began expanding its Marine Department and today specializes in barge work. In 1972 the bridge building of the company was sold even though the present company (NABRICO) is still commonly known as the Nashville Bridge Company. There have been only two relatively significant

native Tennessee bridge companies specializing in truss bridges, the Nashville Bridge Company and the Converse Bridge Company.

In summary, the Moore Road Bridge is a representative example of the pin-connected Pratt through truss. It is also representative of the early work of the Nashville Bridge Company, one of Tennessee's most significant native bridge companies. It is one of the oldest spans remaining by this company in Tennessee. The portal treatment is unlike any other decorative treatment yet surveyed in Tennessee and is an unusual example of highly decorative elements used by the Nashville Bridge Company which usually did not include decorative elements in their bridge designs.

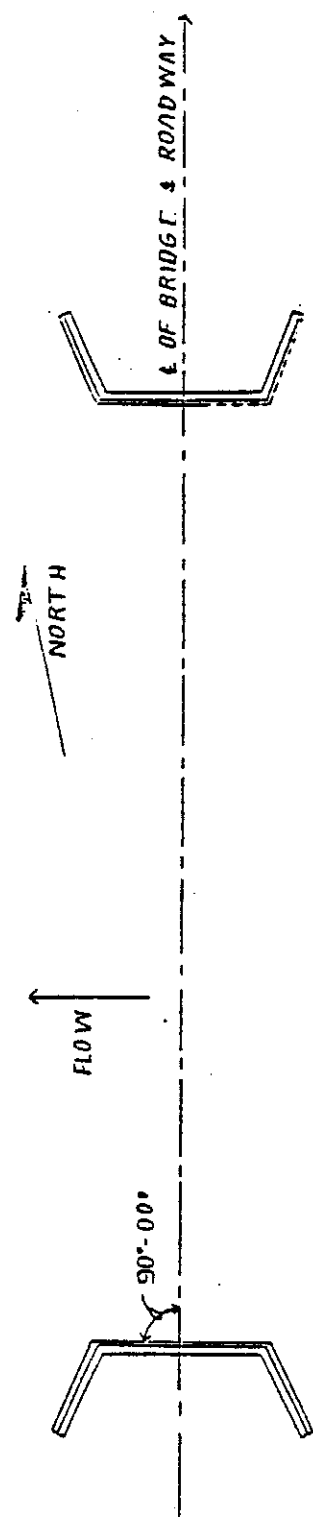
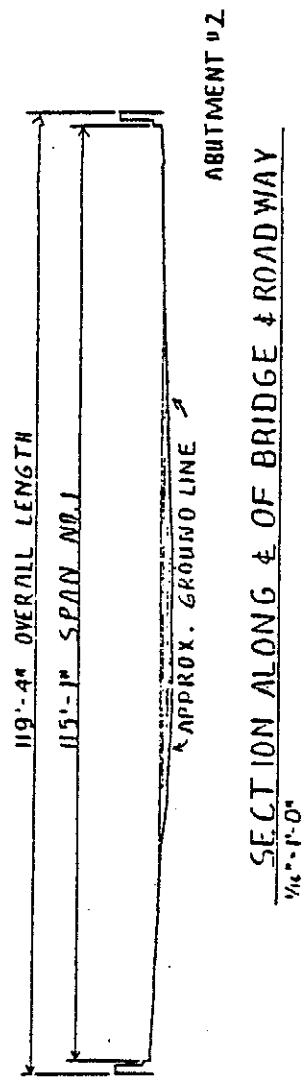
Sources:

Bedford County Court Minutes: Roll 86, part 2, p. 165;
Roll 87, part 2, p. 351.

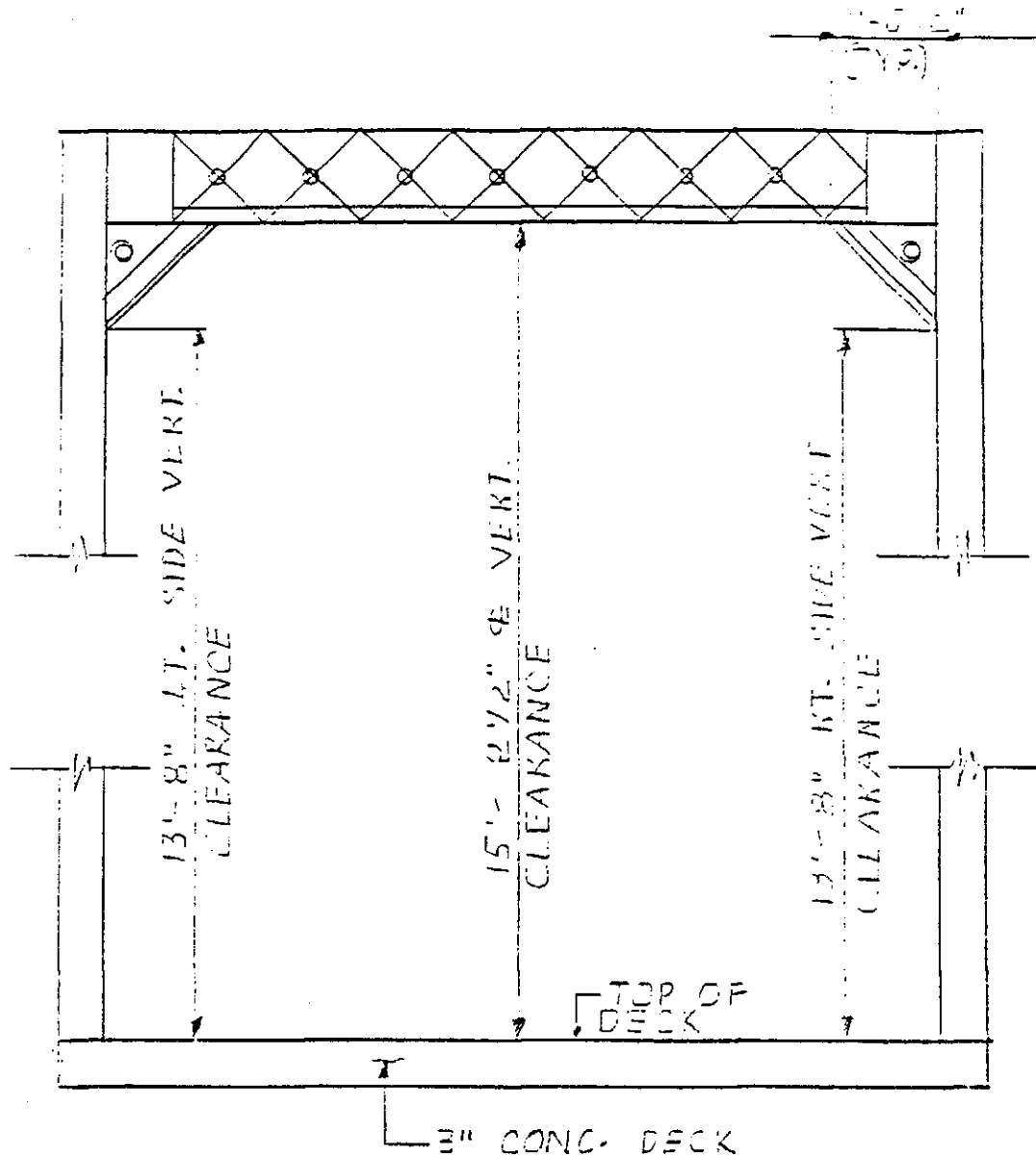
Cook, Jerry. Shelbyville, Tennessee.
Interview, 26 January 1983.

Nashville Bridge Company Contract 3006.
Also, information provided by the Nashville Bridge
Company.

Southerman, Earl. Wartrace, Tennessee. Interview,
27 January 1983.

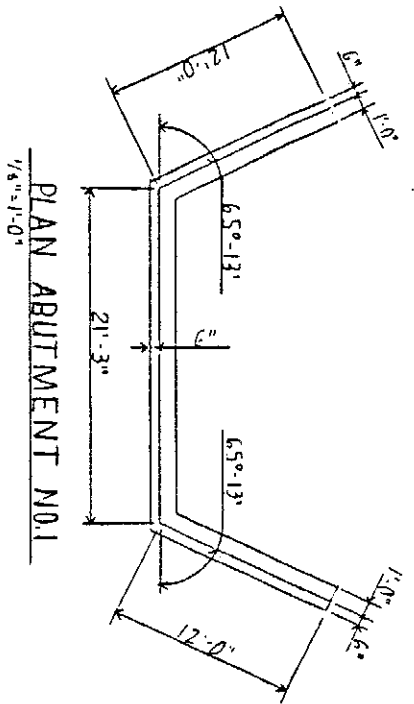


Moore Road Bridge, Bedford County
across North Fork Creek

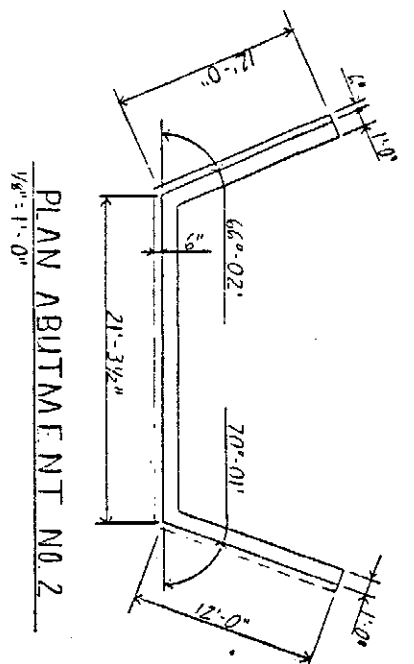


BRIDGE CLEARANCE

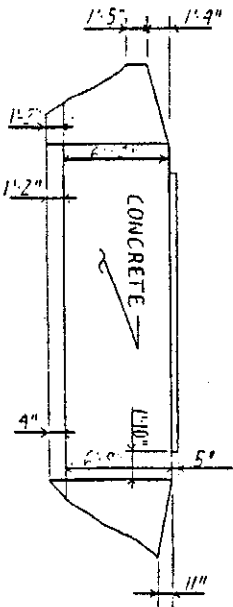
Moore Road Bridge, Bedford County
across North Fork Creek



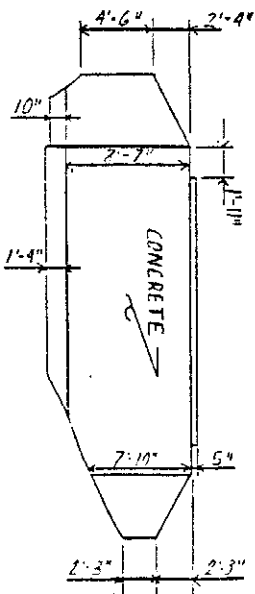
PLAN ABUTMENT NO. 1
1/8" = 1'-0"



PLAN ABUTMENT NO. 2
1/8" = 1'-0"



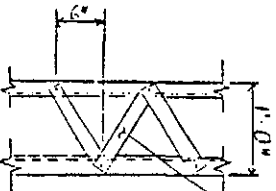
ELEVATION ABUTMENT NO. 1
LOOKING BACK ON SURVEY AT ABUTMENT NO. 1



ELEVATION ABUTMENT NO. 2
LOOKING AHEAD ON SURVEY AT ABUTMENT NO. 2

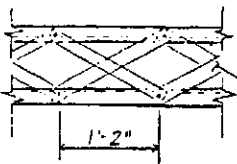
Moore Road Bridge, Bedford County
across North Fork Creek

"O.I." = 90%



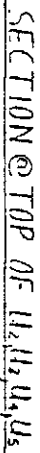
DETAIL

ELEVATION MEMBER
DETAIL
L2-U2, L3-U3, L4-U4, L5-U5

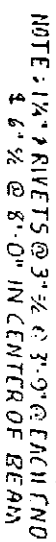


ELEVATION MEMBER

$L_2-U_8, L_3-U_7, L_4-U_6, L_5-U_5$


$$\{3^m x\}'' \quad 60-L, L-L_2, L_2-L_3, L_3-L_4, L_4-L_5$$


SECTION @ TOP OF 14, 14, 14, 14



"0-1 = 1-0"

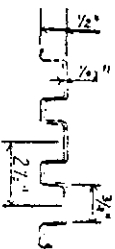


Diagram showing the elevation of a rectangular frame. The frame has a width of 1'-6" and a height of 4'-3". The top edge is labeled "4'-3" - 1/2" L". The right edge is labeled "1'-6" WIDE". The bottom edge is labeled "1'-6" WIDE". The left edge is labeled "1'-6" WIDE".

TRUSS DETAILS
BRIDGE NO. 02-A048-0.38
OVER NO. FOUR CREEK
GEORGE CO. TENNESSEE
SHEET 3 OF 4